



## Senate

General Assembly

**File No. 269**

February Session, 2014

Substitute Senate Bill No. 108

*Senate, April 2, 2014*

The Committee on Energy and Technology reported through SEN. DUFF of the 25th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

### **AN ACT CONCERNING REGISTRATION AND USE OF CERTAIN LOW-SPEED NEIGHBORHOOD VEHICLES.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsection (a) of section 14-1 of the 2014 supplement to  
2 the general statutes is amended by adding subdivision (103) as follows  
3 (*Effective October 1, 2014*):

4 (NEW) (103) "Neighborhood electric vehicle" means a four-wheel,  
5 self-propelled, electrically powered motor vehicle designed for  
6 conveyance of passengers, that has an attainable speed of not less than  
7 twenty miles per hour and not more than twenty-five miles per hour  
8 on a paved, level surface and that conforms with standards adopted  
9 for low-speed vehicles by the National Highway Traffic Safety  
10 Administration, in accordance with 49 CFR 571.500, as amended from  
11 time to time.

12 Sec. 2. (NEW) (*Effective October 1, 2014*) (a) The Commissioner of  
13 Motor Vehicles may, on application in accordance with the provisions

14 of section 14-12 of the general statutes and subject to the financial  
15 responsibility provisions of section 14-112 of the general statutes, issue  
16 a certificate of registration and marker plates to the owner or lessee of  
17 a neighborhood electric vehicle, as defined in section 14-1 of the  
18 general statutes, as amended by this act. The applicant shall pay the fee  
19 required under subsection (f) of section 14-49 of the general statutes.  
20 Such owner or lessee shall carry such registration and proof of  
21 financial responsibility in the vehicle and display marker plates as  
22 required by section 14-18 of the general statutes. The commissioner  
23 shall issue a certificate of title, pursuant to the provisions of chapter  
24 247 of the general statutes, for each vehicle that has been issued a  
25 manufacturer's or importer's certificate of origin and vehicle  
26 identification number.

27 (b) No individual may operate a neighborhood electric vehicle  
28 unless (1) the individual carries a valid motor vehicle operator's license  
29 or learner's permit, (2) a certificate of registration and automobile  
30 insurance identification card for the vehicle are carried in the motor  
31 vehicle and marker plates are displayed in accordance with the  
32 provisions of section 14-18 of the general statutes, and (3) such vehicle  
33 is equipped in accordance with the requirements of sections 14-80 to  
34 14-106c, inclusive, of the general statutes, except insofar as any  
35 requirement of said sections is inapplicable to or inconsistent with the  
36 design and equipment standards for low-speed vehicles, as adopted by  
37 the National Highway Traffic Safety Administration in accordance  
38 with 49 CFR 571.500, as amended from time to time.

39 (c) A neighborhood electric vehicle may be operated on a highway  
40 only if such highway has an established speed limit of not more than  
41 thirty-five miles per hour. This section shall not prohibit an individual  
42 from operating a neighborhood electric vehicle across an intersection  
43 with a highway that has an established speed limit of more than thirty-  
44 five miles per hour.

This act shall take effect as follows and shall amend the following sections:
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Section 1	<i>October 1, 2014</i>	14-1(a)
Sec. 2	<i>October 1, 2014</i>	New section

***Statement of Legislative Commissioners:***

In section 2(a), "as defined in section 14-1 of the general statutes, as amended by this act" was inserted for clarity.

***ET***            *Joint Favorable Subst. -LCO*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

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**OFA Fiscal Note****State Impact:**

Agency Affected	Fund-Effect	FY 15 \$	FY 16 \$
Department of Revenue Services	TF - Potential Revenue Gain	less than 1,000	less than 1,000

**Municipal Impact:** None

**Explanation**

The bill requires any “neighborhood electric vehicle” to be registered with the Department of Motor Vehicles and may result in a potential revenue gain of up to \$1,000 to the Special Transportation Fund dependent on the number of vehicles registered each year. This estimate is based on a \$19 registration fee per neighborhood electric vehicle, and it is anticipated that less than 50 vehicles will be registered each year.

**The Out Years**

The revenue would remain relatively constant into the future because the registration fee is set by statute.

**OLR Bill Analysis****sSB 108*****AN ACT CONCERNING REGISTRATION AND USE OF CERTAIN LOW-SPEED NEIGHBORHOOD VEHICLES.*****SUMMARY:**

This bill requires “neighborhood electric vehicles” to be registered. It allows the motor vehicles commissioner to register and issue titles for such vehicles in accordance with the laws that apply to motor vehicles generally. By law, the commissioner can refuse to register or issue a title for a class of vehicles whose characteristics make such vehicles unsafe for highway operations (CGS § 14-12(f)). In practice, the Department of Motor Vehicles has not registered or issued titles for neighborhood electric vehicles.

The bill restricts the operation of such vehicles. Among other things, it requires the driver to carry a valid driver’s license or learner's permit and the vehicle to meet applicable state vehicle equipment requirements.

EFFECTIVE DATE: October 1, 2014

**NEIGHBORHOOD ELECTRIC VEHICLES*****Definition***

Under the bill, a neighborhood electric vehicle is one that:

1. has four-wheels;
2. is self-propelled,
3. is designed to carry passengers,
4. can reach a speed of at least 20 mph and no more than 25 mph on a paved, level surface; and

5. conforms with standards adopted for low-speed vehicles adopted by the National Highway Traffic Safety Administration (NHTSA), in accordance with applicable federal regulations, which establish equipment and testing requirements.

***Registration and Title***

The bill allows the commissioner to issue a registration and marker plates to the owner or lessee of a neighborhood electric vehicle. She must do so subject to the laws governing registration applications and demonstrating proof of financial responsibility (insurance) that apply to vehicles generally. The applicant must pay the \$19 registration fee that applies to electric vehicles.

The owner or lessee must carry the registration and proof of financial responsibility in the vehicle and display the marker plates as required by the laws that apply to other vehicles.

In addition, the commissioner must issue a certificate of title, under the laws that apply to other vehicles, for each vehicle that has been issued a manufacturer's or importer's certificate of origin and vehicle identification number.

***Operations***

To operate a neighborhood electric vehicle:

1. the driver must carry a valid driver's license or learner's permit;
2. a certificate of registration and automobile insurance identification card for the vehicle must be carried in the vehicle;
3. marker plates must displayed under the law that applies to vehicles generally; and
4. the vehicle must meet state vehicle equipment requirements, which include lighting and brake requirements among other things, except to the extent these requirements are inapplicable to or inconsistent with the NHTSA design and equipment standards for low-speed vehicles.

A neighborhood electric vehicle may be operated on a highway only if its speed limit is no more than 35 mph. But the vehicle can cross a highway, at an intersection, that has higher speed limit.

**COMMITTEE ACTION**

Energy and Technology Committee

Joint Favorable

Yea    19    Nay   4    (03/18/2014)